IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re application of:	Joan M. Monck et al.	Group Art Unit:	N/A
Serial No.:	10/625,058	Examiner:	N/A
Filed:	July 24, 2003		
For:	**"MULTIDIRECTIONAL CLUSTER LIGHTS FOR MOTOR VEHICLES"**		
Docket No.:	0109-4		

Morristown, N.J. 07960
November 13, 2003

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450
ATTENTION: Group Director

Sir:

PETITION TO MAKE SPECIAL FOR NEW APPLICATION UNDER M.P.E.P. § 708.02 (VIII)

Applicant hereby petitions to make special this new application. The application has not yet been examined by the United States Patent and Trademark Office (the "Office").

Applicant submits that all of the claims in this case are directed to a single invention. If the Office determines that all claims presented are not obviously directed to a single invention, then applicant will make an election, without traverse, as a prerequisite to the grant of special status. A pre-examination search of the subject matter encompassed by the above-identified application has been made by a professional searcher. The pre-examination search was conducted in the United States Patent and Trademark Office. The field of search covered Class 116, subclasses 47 and 48; and Class 362, subclasses 473, 485, 498, 499, 505, 506, 540, 543 and 545. A computer database search was also conducted on the USPTO systems EAST and WEST. Examiner Stephen Husar in Class 362 (Art Unit 2875) was consulted in confirming the field of search. Copies of the references developed by the pre-examination search were submitted with applicant's Information Disclosure Statement dated August 28, 2003. A statement pertaining to the pre-examination search listing the

references deemed most closely related to the subject matter encompassed by the claims is submitted herewith.

Applicant also submits herewith a detailed discussion of the references, which discussion particularly points out how the claimed subject matter is distinguishable over the references.

Enclosed herewith is a check in the amount of $130, to cover the fee for this Petition. In the event that any additional fee is deemed to be required by 37 C.F.R. 1.17(h), it is requested that applicants be contacted at (973) 644-0008 and provided an opportunity to effect payment thereof.

A duplicate of this petition is attached.

Respectfully submitted,
Joan M. Monck et al.

By _____
Ernest D. Buff
(Their Attorney)
Reg. No. 25,833
(973) 644-0008

0109-4-PMS-P1

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re application of:	Joan M. Monck et al.	Group Art Unit:	N/A
Serial No.:	10/625,058	Examiner:	N/A
Filed:	July 20, 2001		
For:	**"MULTIDIRECTIONAL CLUSTER LIGHTS FOR MOTOR VEHICLES"**		
Matter No.:	0109-4		

Morristown, N.J. 07960
November 13, 2003

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Sir:

STATEMENT PERTAINING TO PRE-EXAMINATION SEARCH IN ACCORDANCE WITH MPEP § 708.02(VIII)

In accordance with MPEP § 708.02 (VIII), applicants, by and through their attorney, hereby submit that a pre-examination search was made for the above-identified application. The search was conducted by applicants' agents at the United States Patent and Trademark Office. The field of search covered Class 116, subclasses 47 and 48; and Class 362, subclasses 473, 485, 498, 499, 505, 506, 540, 543 and 545. A computer database search was also conducted on the USPTO systems EAST and WEST. Examiner Stephen Husar in Class 362 (Art Unit 2875) was consulted in confirming the field of search. Copies of the references developed by the pre-examination search were submitted with applicant's Information Disclosure Statement dated August 28, 2003.

The search identified the following U. S. Patents:

UNITED STATES UTILITY PATENTS

Ref. #	US Patent No.	Inventor(s)
1	1,288,747	Thiem et al.
2	1,300,893	Stover
3	1,337,872	Zahnow
4	1,345,557	Shane
5	1,948,050	Rossi
6	1,998,691	Stanton
7	2,031,154	Fuchs
8	2,060,401	Smith
9	2,062,993	Haines
10	2,084,252	Halenberg
11	2,131,962	McAlpin
12	2,134,313	Nordgran
13	2,825,888	Oldenburg
14	4,495,553	Haynes
15	4,556,862	Meinershagen
16	4,622,494	Johnson
17	4,801,917	Winterfeld
18	4,954,808	Duerkob
19	5,900,813	Ruminski et al.

UNITED STATES DESIGN PATENTS

Ref. #	US Patent No.	Inventor(s)
20	Des.70,770	Martin
21	Des.70,960	Isaac
22	Des.91,190	George
23	Des.97,887	Andrews
24	Des.121,063	Bruderick

The search identified the following U. S. Patent Applications:

UNITED STATES PUBLISHED UTILITY PATENT APPLICATIONS

25	2001/0014025	Hymer
26	2002/0012251	Lee

The search identified the following Internet literature publication:

INTERNET LITERATURE PUBLICATION

Ref. #	Website	Address
27	K&R Distributing	http://www.krdistcom/arrowlt.htm

Each of the foregoing references has been identified and discussed in the Detailed Discussion of the References Submitted in Compliance with MPEP § 708.02(VIII).

Respectfully submitted,
Joan M. Monck et al.

By [redacted]
Ernest D. Buff
(Their Attorney)
Reg. No. 25,833
(973) 644-0008

0109-4-PMSS1

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re application of:	Joan M. Monck et al.	Group Art Unit:	N/A
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November 13, 2003

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Sir:

DETAILED DISCUSSION OF THE REFERENCES SUBMITTED WITH THE INFORMATION DISCLOSURE STATEMENT IN COMPLIANCE WITH MPEP § 708.02 (VIII)

In accordance with MPEP § 708.02(VIII), applicants hereby submit a detailed discussion of references applicable to the above-identified application. Each of these references was listed in the Information Disclosure Statement filed with the United States Patent and Trademark Office on August 28, 2003, in connection with the above-identified application.

1. U. S. Patent No. 1,288,747 to Thiem et al.

US Patent 1,288,747 to Thiem et al. (hereinafter the '747 patent) discloses a Traffic Signal Lamp. A signaling device is mounted on the mud guard in the front and rear of the car to indicate to a traffic officer or pedestrians whether the driver intends to go forward, turn right or left or stop. An arrow-indicating device 35 is mechanically rotated by a rack and pinion drive 4 actuated by the driver to point the arrow in the direction of travel. A lower arrow position indicates that the vehicle is stopping. A central lamp 13 is provided for illumination of the arrows.

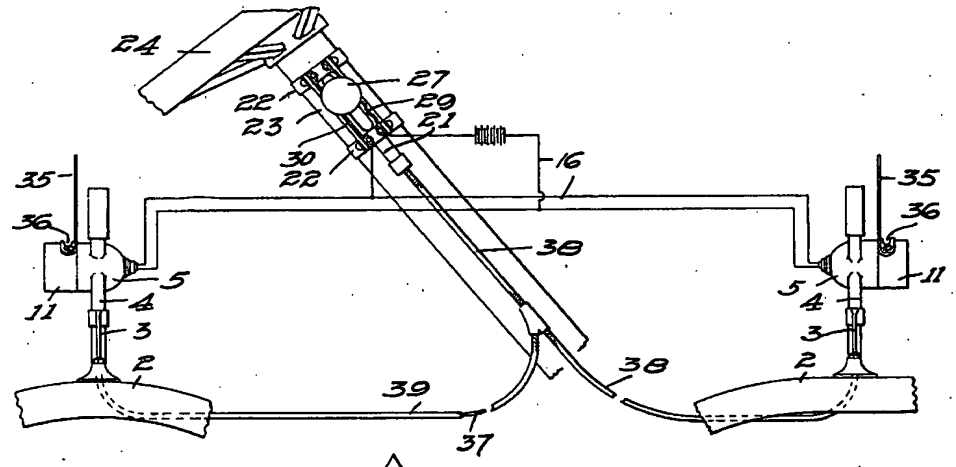


FIG. 1.

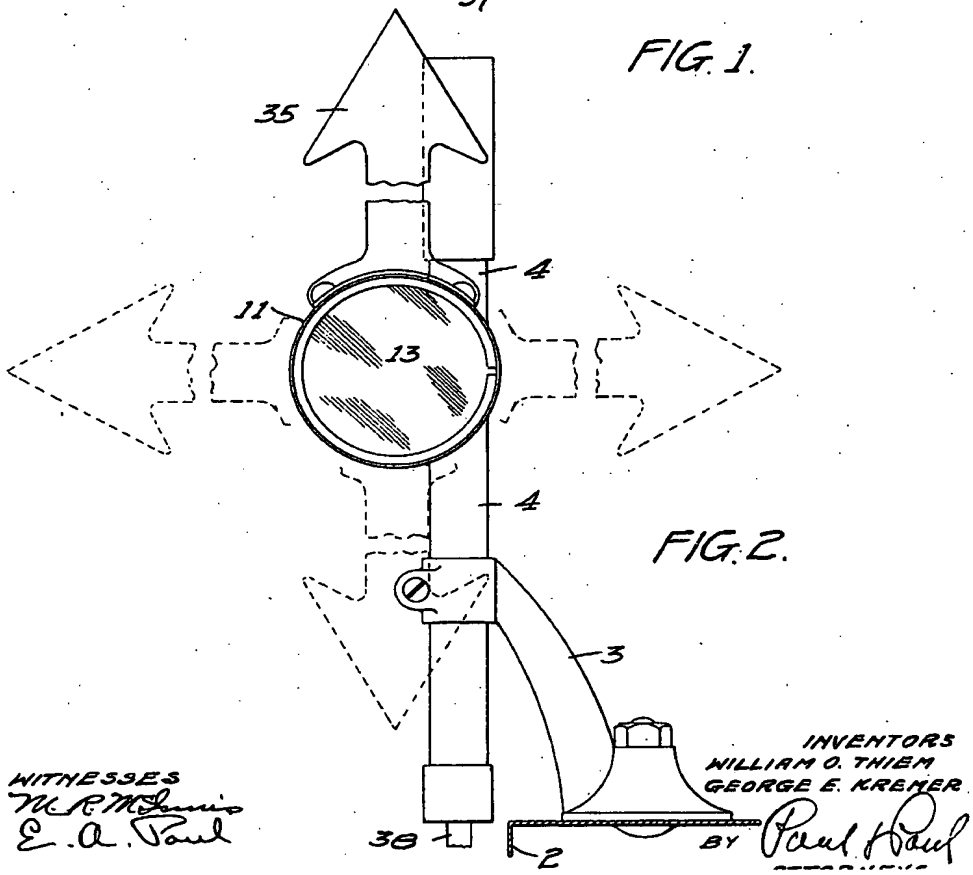


FIG. 2.

The '747 patent discloses a traffic signaling lamp comprising a signaling device that has arrows pointing forward, to the left, to the right and downwards, thereby indicating motion forward, turn to the left, turn to the right and stopping. The stopping arrow points downwards and is likely to be misinterpreted as indicating that the vehicle gearshift has been placed in reverse. The arrow is moved

into these positions by actuating a cable, which is connected to a rack and pinion device, which turns the arrow attached on a sleeve. The driver manually actuates this rotation of the arrow. The system is subject to jamming, which results in improper location of the arrow, providing false indications of vehicle movement. The system disclosed by the '747 patent provides no indication that the vehicle is moving, unless it is effecting a left or right-hand turn. By way of contrast, the Multidirectional Cluster Lights For Motor Vehicles system (hereinafter "MDCSL System") called for by present claims 1-13 provides a driver actuated, electrically powered set of four cluster indicators, each of which comprises left-turn, forward motion and right-turn indicators. The cluster indicators are positioned on opposing sides of the front and rear bumpers of a vehicle; function by flashing, to indicate the intended direction of vehicle motion. The cluster indicators are wired with a single connector, in electrical communication with the vehicle's central electronics. Intended directional motion of the signaling vehicle in unambiguously displayed and communicated to third party vehicles in front of, or rearward thereof.

These structural and procedural differences patentably distinguish the MDCSL System of present claims 1-13 from the '747 patent disclosure.

2. U. S. Patent No. 1,300,893 to Stover

US Patent 1,300,893 to Stover (hereinafter the '893 patent) discloses an automobile signal. Motion of lever 62 into one of four positions activates the signal. The positions activate lights in the rear bumper and they represent left turn 42, constant speed green light 28, brake or stoplight 29 and right turn light 40. The constant speed green light is always lit indicating that the vehicle is moving at constant velocity, and the green light goes out when the vehicle speed is reduced.

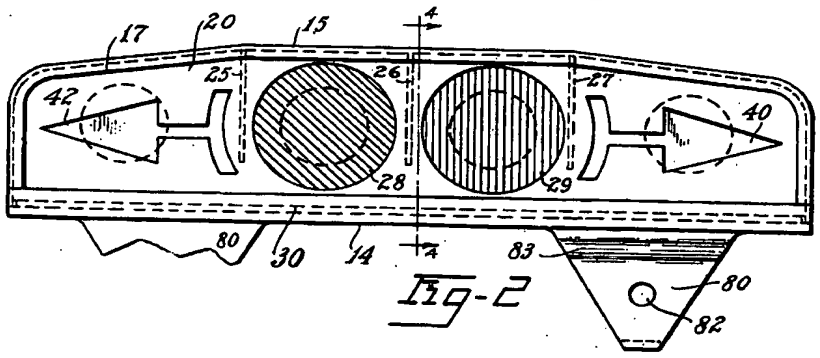


Fig-2

The '893 patent discloses an automobile signal indicating left turn, motion of vehicle at constant speed, brake application and a right turn all of which are actuated by a lever arm switch mounted on a pivot. This device only produces indications on the rear bumper and each indicator is a separately wired light bulb placed within a bumper cavity. There is no indication that the vehicle may be moving without turning left or right. By way of contrast, the invention defined by present claims 1-13 provides a driver actuated electrically powered set of four cluster indicators, each of which incorporate left turn, forward motion and right turn indicators. The cluster indicators are positioned on either side of both the front and rear bumpers of a vehicle indicating the intended direction of vehicle motion, by flashing these indications. The cluster indicator is wired with a single connector wired to central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front or rearward of the vehicle. Use of cluster indicators having a single connector reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

These structural and procedural differences provide ample basis for predicating patentability of applicants' claims 1-13 over the '893 patent disclosure.

Empty

3. U. S. Patent No. 1,337,872 to Zahnow

US Patent 1,337,872 to Zahnow (hereinafter the '872 patent) discloses a combined collision buffer and direction indicator for vehicles. A channel member 2 functions as a buffer. It carries three sets of lights within recessed compartments that indicate left-turn, stop and right-turn. The words 'LEFT', 'STOP' and 'RIGHT' are spelled out on the bumper, as shown below in figure 1. The channel bumper containing the indicator lights may be placed to the front and rear of the vehicle. It is activated by the driver using a three-position switch.

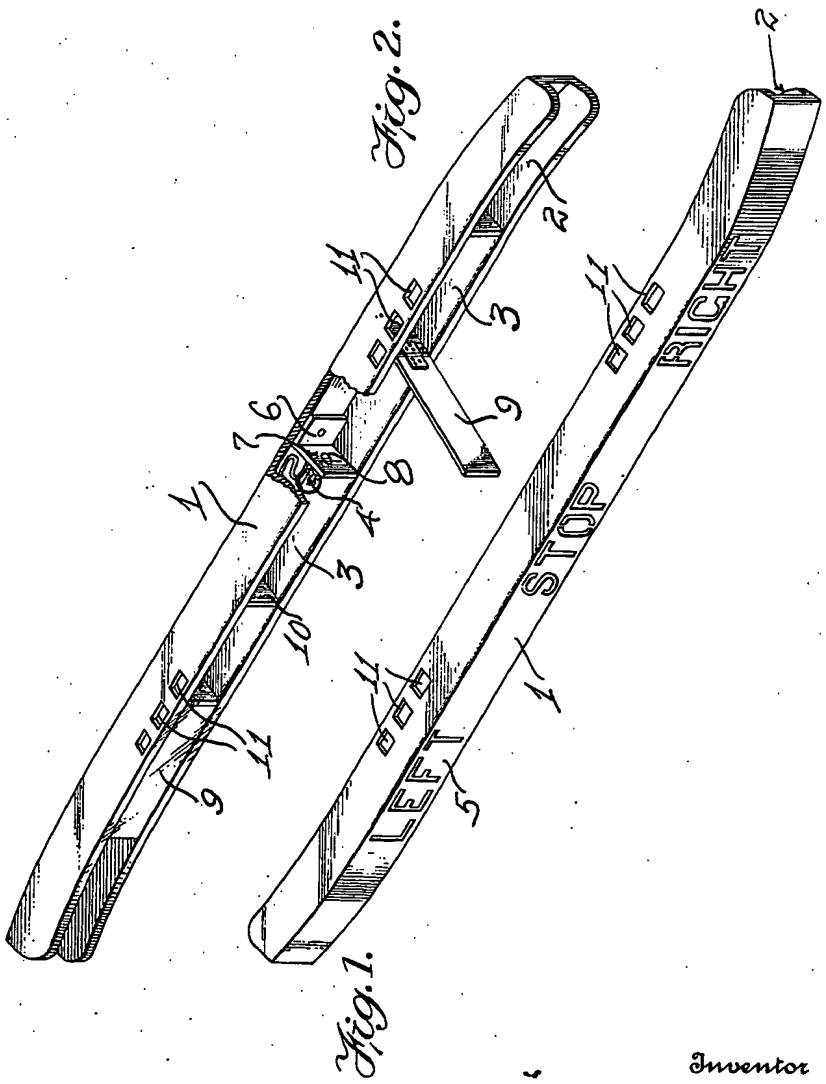


Fig. 2.

Fig. 1.

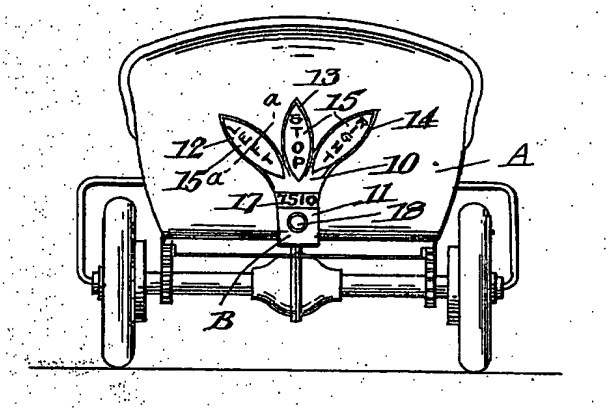
Inventor

This '872 patent discloses a collision buffer which also carries indicating lights for turning left, stopping and turning right. Such indicating lights are actuated by the driver using a three-position switch. The bumpers in the front and rear of the vehicle may carry the indicating lights. These indicator lights are individually wired. No indication of vehicle movement is provided by the system disclosed in the '872 patent unless the vehicle is turning to the left or right. On the other hand, the invention defined by present claims 1-13 provides a driver actuated electrically powered set having four cluster indicators, each of which comprise left-turn, forward motion and right-turn indicators. The cluster indicators are positioned to either side on each of the front and rear bumpers of a vehicle; they flash to indicate the vehicle's intended direction of motion. Each cluster indicator is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front or rearward of the vehicle. Use of cluster indicators having a single connector reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

These structural and procedural differences patentably differentiate applicants' claims 1-13 from the '872 patent disclosure.

4. U. S. Patent No. 1,345,557 to Shane

US Patent 1,345,557 to Shane (hereinafter the '557 patent) discloses an automobile signal system. Three indicators indicating left-turn 12, stop 13 and right-turn 14, are placed at the rear of the vehicle above the license plate 17. The driver manually activates one of three switches to activate a particular indicator. A small glow lamp by the side of the switch indicates to the driver that the indicator light has been turned on.



The '557 patent discloses an automobile signal for left turn, stop and right turn with the driver manually activating one of three switches. Each bulb in the indicator is individually wired to the battery and the switch. Indicators are only placed at the rear of the vehicle. Also, there is no indication that the vehicle may be moving without turning left or right. On the other hand, the invention delineated by applicants' claims 1-13 has a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector, as required by applicants' claims, reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

These structural and procedural differences strongly support patentability of present claims 1-13 over the '557 patent disclosure.

5. U. S. Patent No. 1,948,050 to Rossi

US Patent 1,948,050 to Rossi (hereinafter the '050 patent) discloses a vehicle directional signal. The '050 patent discloses a two-part clamp attachment that embraces the casing of the tail light to provide clear indications for left and right-hand turn signals.

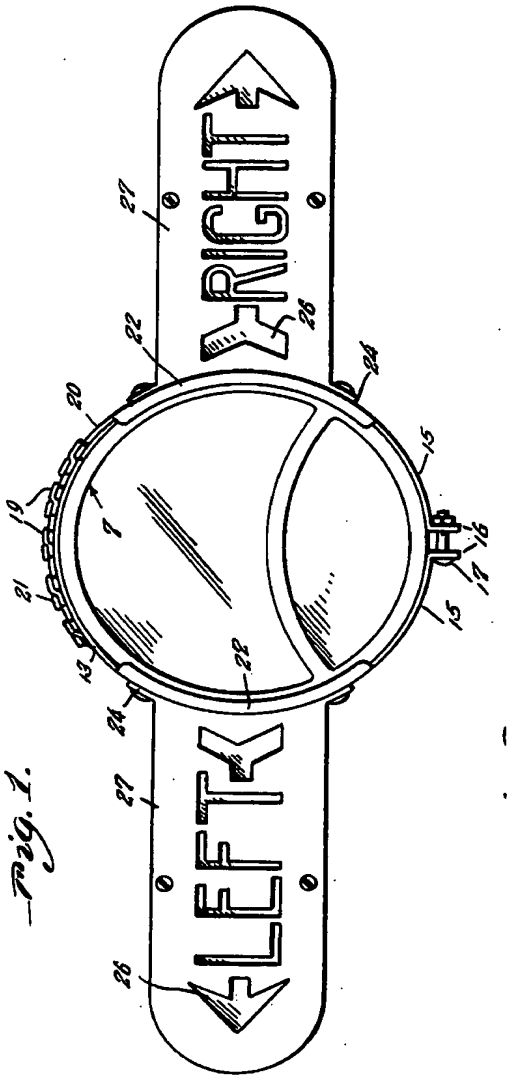


Fig. 1.

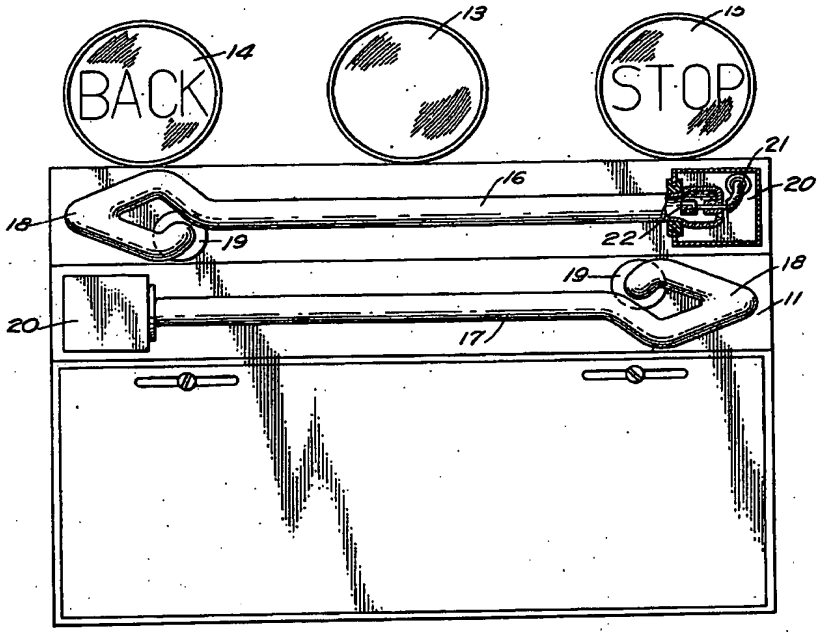
The '050 patent discloses a vehicle directional signal which is clamped onto the tail light of a vehicle to provide left-turn and right-turn indications. No disclosure is contained by the '050

patent concerning use of signal indicators at the front of a vehicle, as required by applicants' claims. Each of the directional indicating bulbs disclosed by the '050 patent must be separately wired. No signal indicator is provided to signify that the vehicle is moving unless the vehicle is turning left or right. By way of contrast, the invention called for by applicants' claims 1-13 comprises a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector, as called for by present claims 1-13 reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

These structural and procedural differences strongly support patentability of applicants' claims 1-13 over the '050 patent disclosure.

6. U. S. Patent No. 1,998,691 to Stanton

US Patent 1,998,691 to Stanton (hereinafter the '691 patent) discloses a signal and display device. Gas filled tubes 16 and 17 provide left-turn or right-turn illuminated signals. Such tubes 16 and 17 are placed within the license plate holder of a vehicle. The gas filled tubes are provided with heating elements to allow them to be turned on in a cold climate. A plurality of turn switches are activated automatically when the steering wheel is turned to the left or right.



This '691 patent discloses a signal and display device for indicating left and right turns using gas filled tubes, which are activated automatically by the turning motion of a steering wheel. Each of the gas filled tubes is provided with heating circuits that are thermostatically controlled. Gas-filled tubes tend to become unreliable devices, especially when vibrations are present. Moreover, they require high voltages. Gas-filled tubes must be individually wired through the steering wheel. The signal and display device disclosed by the '691 patent provides no directional indicators in front of the vehicle; the only directional indicators provided are placed solely at the rear of the vehicle. In addition, the unit disclosed by the '691 patent provides no indication that the vehicle may be moving without turning left or right. By way of contrast, the invention called for by applicants' claims provides a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed

and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector, as required by applicants' claims 1-13, reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

These structural and procedural differences provide ample basis upon which to predicate patentability of applicants' claims 1-13 over the '691 patent disclosure.

7. U. S. Patent No. 2,031,154 to Fuchs

US Patent 2,031,154 to Fuchs (hereinafter the '154 patent) discloses a license plate holder for automobiles, which combines taillight and directional signal indicators. Bulbs 15 L and 15R signal left and right turn while bulb 16 functions as taillight and bulb 17 functions as brake or stop light.

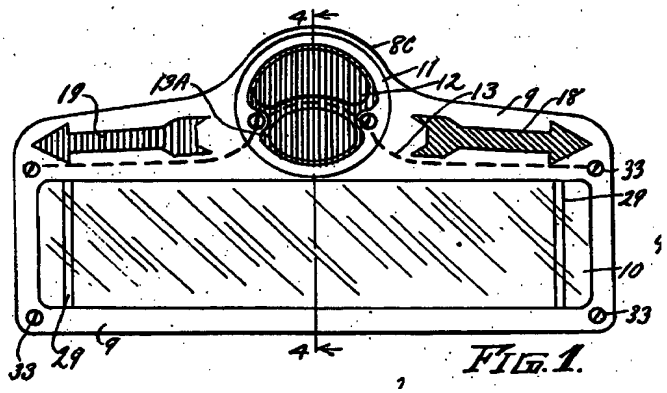
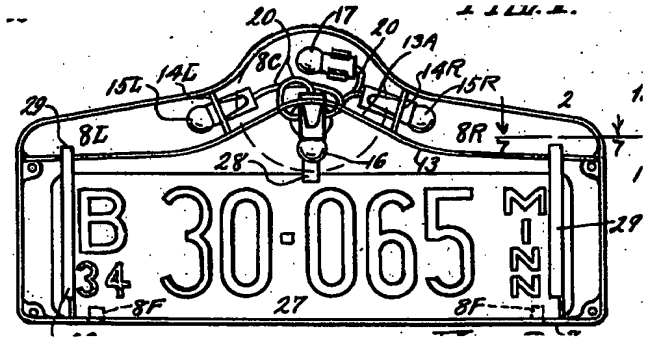


FIG. 1.



The '154 patent discloses a license plate holder for automobiles, which combines taillight and directional signal indicators. Each of these bulbs must be individually wired. There are no directional indicators in front of the vehicle. Rather, the directional indicators disclosed by the '154 patent are placed solely on the rear license plate. In addition, there is no indication in the '154 patent that the vehicle may be moving without turning left or right. By way of contrast, the invention defined by applicants' claims 1-13 comprises a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector, as required by applicants' claims 1-13, reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

Based on these structural and procedural differences, patentability of applicants' claims 1-13 over the '154 patent disclosure can be readily established.

8. U. S. Patent No. 2,060,401 to Smith

US Patent 2,060,401 to Smith (hereinafter the '401 patent) discloses direction signal. A direction indication signal is mounted inside the car below the rear view mirror as well as below the license plate in the rear of the car. Tilting a snap switch mounted in the steering wheel activates the left or right turn indication.

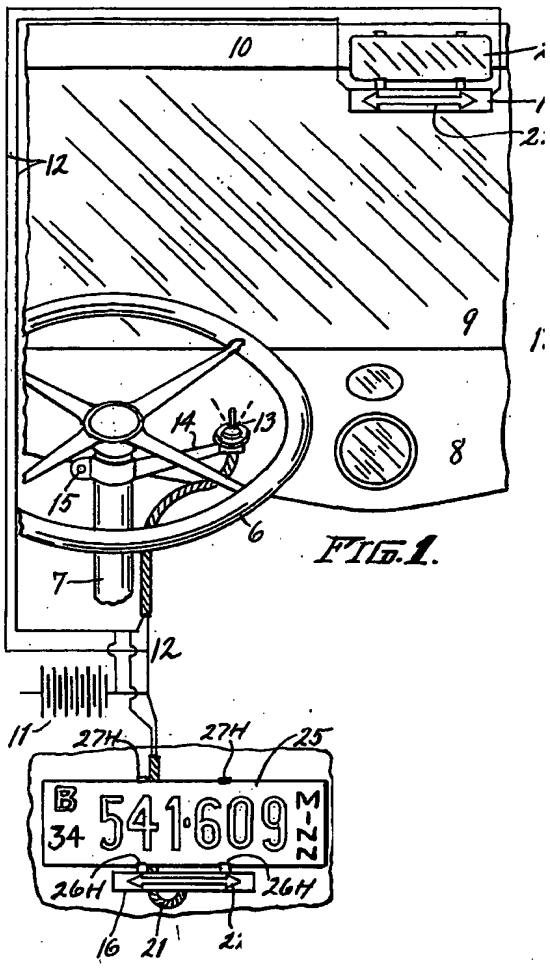


FIG. 1.

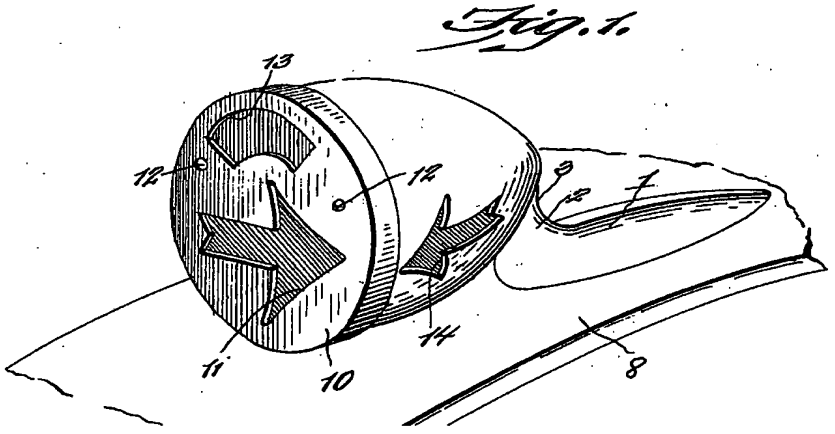
The '401 patent discloses direction signal which is placed below the rear view mirror and within the rear license plate. The left or right turn signal is activated by a tilt switch mounted on the steering wheel and turns on both the indicator light below the rear view mirror and that below the license plate. No indication is provided by the system of the '401 patent that the vehicle may be moving without turning left or right. On the other hand, the invention recited by present claims 1-13 requires a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in

electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector, as called for by applicants' claims 1-13, reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

These structural differences patentably differentiate applicants' claims from the '401 patent disclosure.

9. U. S. Patent No. 2,062,993 to Haines

US Patent 2,062,993 to Haines (hereinafter the '993 patent) discloses a fender signal arrow and parking lamp. The lamp housing comprises two parts, each having its own bulb. The upper part is used for parking light while the lower part is used to provide left or right turn indication.



The '993 patent discloses a fender signal arrow and parking lamp. The lamp housing comprises two partitions, each of which has its own bulb. An upper bulb is connected to a parking light, while a lower light bulb is connected to a turn signal indicator. The left lamp housing is connected to a left turn signal. The right lamp housing is connected to a right turn signal and carries appropriate arrows. No indication is provided by the system of the '993 patent concerning movement unless the

vehicle is turning left or right. By way of contrast, the invention defined by applicants' claims 1-13 has a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector, as called for by applicants' claims, reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

In view of these structural and procedural differences, applicants' claims 1-13 and the '993 patent disclosure are patentably distinct.

10. U. S. Patent No. 2,084,252 to Halenberg

US Patent 2,084,252 to Halenberg (hereinafter the '252 patent) discloses an automobile indicator. The indicator is attached to front or rear windshields to provide left or right turn indication, which is readily visible. The indicators are arrow shaped and carry a single light bulb. A pair of toggle switches 17 in the steering column energize the bulbs.

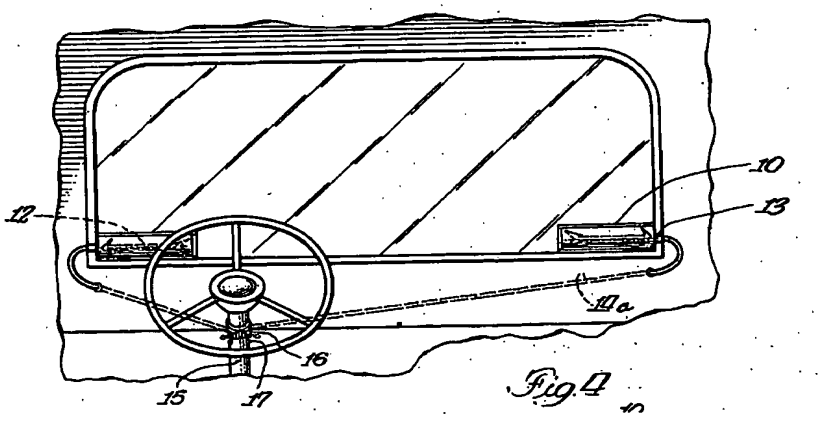


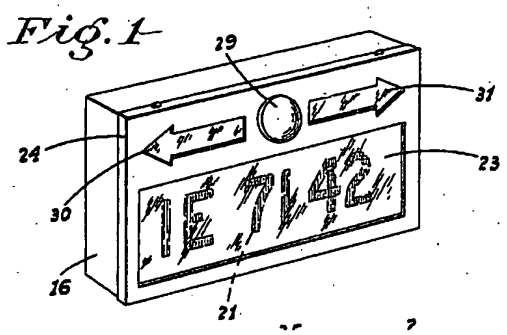
Fig. 4

The '252 patent discloses an automobile indicator wherein direction indicator lights having the form of an arrow are placed in the left and right side of a front or rear windshield, and the bulbs in the indicator lights are energized by a toggle switch. The lights in the windshields of the system disclosed by the '252 patent may not be clearly visible to other drivers, and may be mistaken for other decorative devices. There is no indication that the vehicle may be moving unless it is turning left or right. On the other hand, the invention defined by present claims 1-13 provides a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector, as required by applicants' claims, reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

In view of these structural and procedural differences, applicants' claims 1-13 and the '252 patent disclosure are patentably distinct.

11. U. S. Patent No. 2,131,962 to McAlpin

US Patent 2,131,962 to McAlpin (hereinafter the '962 patent) discloses, in combination, a license plate and direction signal for motor vehicles. Direction and brake light indicators located above the license plate comprise left right turn signals and a central brake light signal. When the brake pedal 33 is pressed, the brake lamp 11 is energized through the normally closed contact of switch 35 and switch 34. Activating switch 35 to left or right turns on left arrow 30 or right arrow 31.



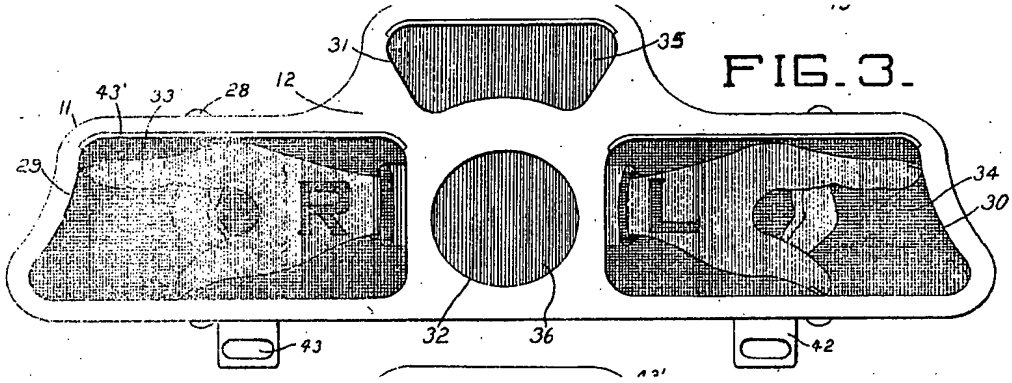
The '962 patent discloses in combination a license plate and direction signal for motor vehicles. Each of the signal bulbs has to be individually wired. There is no turn displayed at the front of the vehicle; and no indication is communicated that a turn is about to be made. By way of contrast, the invention delineated by present claims 1-13 provides a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle in unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector, as required by present claims 1-13, reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

These structural and procedural differences provide grounds operative to patentably differentiate applicants' claims 1-13 from the '962 patent disclosure.

12. U. S. Patent No. 2,134,313 to Nordgran

US Patent 2,134,313 to Nordgran (hereinafter the '313 patent) discloses an automobile or highway signal to indicate left or right turn or a stop signal using a neon tube and an incandescent bulb. The base plate has four compartments, 18, 20, 21 and 19: one for left turn signal 29; one for stop

signal 31; one for tail light 32; and one for right turn signal 30. In all compartments, both neon tubes and incandescent bulbs are provided for additional safety. The circuit closer 127 is mounted on the steering wheel to indicate left and right turns when the steering wheel is turned.



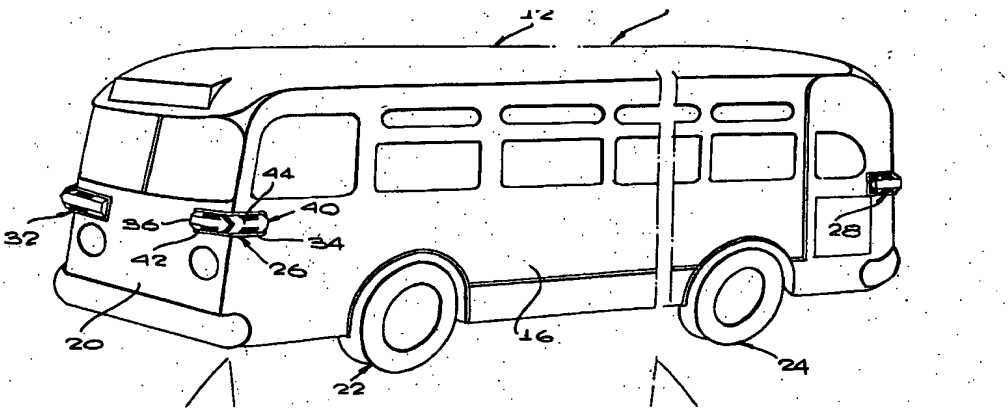
The '313 patent discloses an automobile or highway signal to indicate left or right turn or a stop signal using a neon tube and incandescent bulb. Energizing a switch on the steering wheel or brake pedal turns on the lights. The indicating device disclosed by the '313 patent is mounted on the back of the vehicle and there is no signal indicator at the front of the vehicle. Also, when no turn is intended by the driver of the vehicle disclosed by the '313 patent, no signal or like indication is provided. Use of neon tubes and incandescent wiring of the type disclosed by the '313 patent requires twice the amount of wiring. On the other hand, the invention called for by applicants' claims 1-13 provides a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector, as required by applicants' claims, reduces part costs,

improves operating efficiencies and facilitates installation and replacement costs.

In view of these structural and procedural differences, applicants' claims 1-13 and the '313 patent disclosure are patentably distinct.

13. U. S. Patent No. 2,825,888 to Oldenburg

US Patent 2,825,888 to Oldenburg (hereinafter the '888 patent) discloses turn signals for vehicle bodies. The turn signals are disposed on a side and end wall at 40 and 42 of a truck or bus vehicle body to provide high visibility indication for vehicles in front of and behind the bus or truck.



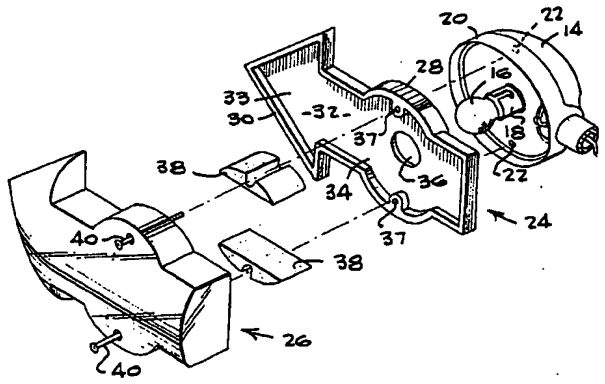
The '888 patent discloses turn signals for vehicle bodies such as buses or trucks, which have a large wheelbase. Due to the length of these vehicles, it is difficult to see a turn signal, which is positioned in front of the truck or bus. Providing turn signals, which are disposed on the side and end walls of a bus or truck provides a higher degree of visibility for the turn signals, as shown in above Figure. Each of the bulbs of the system disclosed by the '888 patent has to be individually wired. There is no indication concerning intended forward motion of the vehicle during traverse of multiple way intersections. On the other hand, applicants' claims 1-13 provide a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front

and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle in unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

These structural and procedural differences patentably distinguish present claims 1-13 from the '888 patent disclosure.

14. U. S. Patent No. 4,495,553 to Haynes

US Patent 4,495,553 to Haynes (hereinafter the '553 patent) discloses a vehicle light assembly particularly for motorcycles. An arrow shaped turn signal housing can be mounted in place of a conventional housing to provide a safer turn signal light containing a direction-pointing arrow.



The '553 patent discloses a vehicle light assembly particularly for motorcycles, wherein an arrow shaped light assembly slips over a conventional circular directional signal assembly. With this arrangement, there is provided a safer directional assembly that directs the intended motion using an arrow. By way of contrast, applicants' claims 1-13 provide a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward

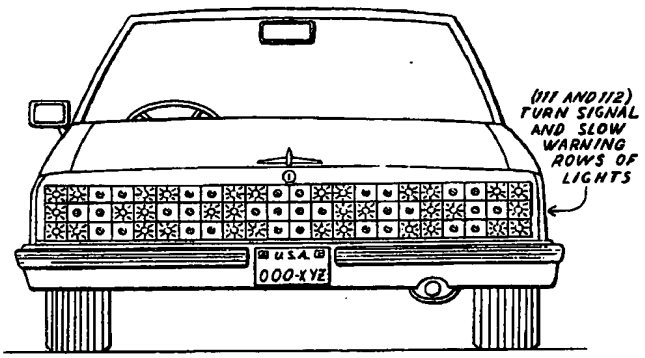
motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

In view of these structural and procedural differences, present claims 1-13 and the '553 patent disclosure are patentably distinct.

15. U. S. Patent No. 4,556,862 to Meinershagen

US Patent 4,556,862 to Meinershagen (hereinafter the '862 patent) discloses a vehicle direction signal and slow warning system employing a moving pattern of simultaneously ON lamps. A signaling device consists of single or multiple rows or banks of light bulbs (112) extending the entire width on the front and rear of a vehicle. The bulbs are alternately turned on and off in a precise, timed, sequential manner so as to provide the visual effect of a row of lights moving or traveling in either the right-hand or left-hand direction. Upon activation of the brake pedal, the display of light rows at the vehicle's rear divides its traveling or running effect from the centerline toward both the right-hand and left-hand sides simultaneously, giving the visual effect of the rear bank of lights coming toward the observer. Due to the use of multiple rows of lights, the patterns of lights may be staggered or sequenced to create vertical bars, chevron-shaped arrows, or diagonal bars of light moving in the direction desired.

The Figure below illustrates how three rows of red slow/stop warning and/or direction signaling lights are mounted on the rear of a typical modern passenger motor vehicle. As shown by the Figure, the rear of a modern passenger vehicle is provided with a three-row bank of direction signal 111, slow warning 112 lights.



REAR VIEW OF TYPICAL
PASSENGER MOTOR VEHICLE

The '862 patent discloses a vehicle direction signal and a slow warning system employing a moving pattern of simultaneously "ON" lamps. When the directional indicator is turned on, each of the light bulbs in a row is turned on and off in a precisely timed interval to create the illusion of a red arrow moving to the left. This effect indicates a left-hand turn, while a red arrow moving to the right indicates a right-hand turn. When the brake pedal is pressed, two sets of red arrows originate from the center and travel to the left-hand and right-hand directions simultaneously. There is no signal indication provided for forward motion. In addition, the system disclosed by the '862 patent requires a large number of bulbs, each of which must be individually wired to a timing control board. By way of contrast, the present invention disclosed by claims 1-13 provides a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector reduces part costs, improves operating efficiencies and facilitates installation and

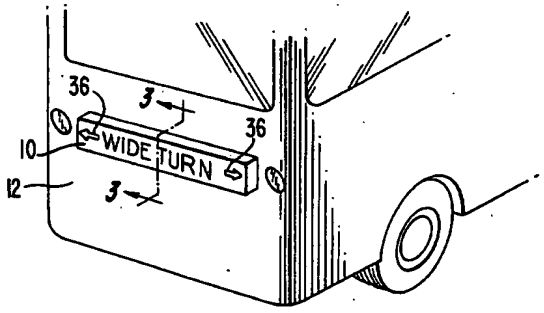
replacement costs.

In view of these structural and procedural differences, applicants' claims 1-13 patentably defines over the '862 patent disclosure.

16. U. S. Patent No. 4,622,494 to Johnson

US Patent 4,622,494 to Johnson (hereinafter the '494 patent) discloses a signaling device for large vehicles, which usually make wide turns. This auxiliary signaling and warning device comprises a main body section that is at least partially reflectorized with a light bulb and a light lens member that is secured to the main body section to form an enclosure. The light lens member is provided with a written message indicating that the vehicle negotiates wide turns. Electrical connections from the light bulbs are adapted to interact with the existing vehicle directional turn signal lights. The enclosure is adapted for mounting to the rear of the vehicle so as to provide a highly visible flashing warning to following traffic.

The figure below shows an auxiliary signaling device at 10 mounted to the rear of a vehicle 12 such as a tractor trailer or truck trailer combination, bus or other over-length vehicle physically required to execute wide turns. The signaling device is mounted on the rear at approximately the same level as the vehicle taillights, either in the center of the vehicle or toward the right side so as to be prominently visible to traffic following the vehicle. The signaling device provides a warning in the form of a flashing light anytime the left-hand or right-hand directional turn signal of the vehicle is utilized.



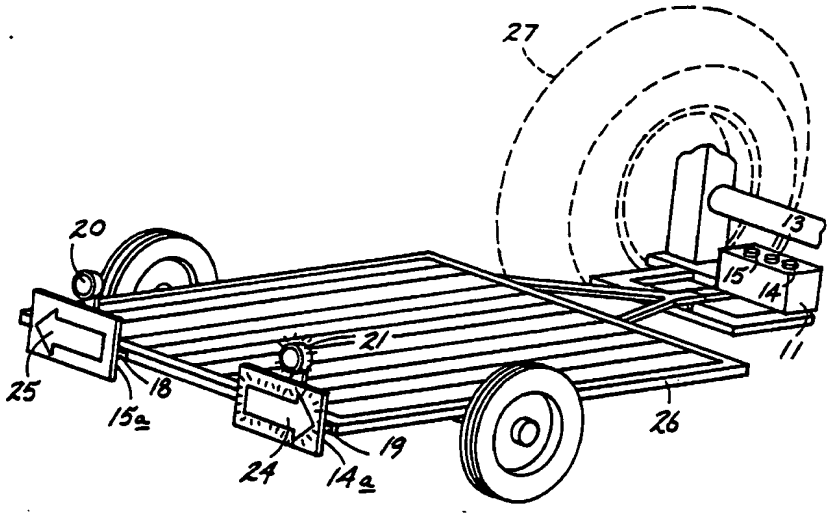
The '494 patent discloses a signaling device for large vehicles which usually make wide turns. The auxiliary signaling and warning device has light bulbs which are connected to the left and right turn signals and flashes to provide an additional warning. This auxiliary signaling and warning device is highly visible since it is mounted on an elevated location. This wide-turn auxiliary signaling and warning device must be individually wired to existing light systems in the vehicle. No indication is provided if no turn is made. By way of contrast, present claims 1-13 provide a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

In view of these structural and procedural differences, there exists ample basis for predicating patentability of applicants' claims 1-13 over the '494 patent disclosure.

17. U. S. Patent No. 4,801,917 to Winterfeld

US Patent 4,801,917 to Winterfeld (hereinafter the '917 patent) discloses a turn signal apparatus for use in conjunction with agricultural vehicles. A plurality of signaling devices is magnetically securable to a drawn vehicle, such as a trailer, and is controlled by a remote-control switching device. The signaling devices are formed with permanent magnets upon a rearward-facing surface enabling the signaling apparatus to be readily repositioned upon a variety of utility vehicles.

In the Figure below the device includes a remote control device 11 having a battery. A push-button is provided for on/off control of the remote control device and a left turn button 15 to energize a left turn module 15a, and a right turn button 14 to energize a right turn module 14a. Each module 14a and 15a are provided with a replaceable battery. Positioned along rearward facing surfaces of the respective modules are permanent magnets indicated at 18 and 19 respectively. The flashing of lights 20 and 21 is effected by actuation of either respective turn signal module. Indicator arrows 24 and 25 are formed of a yellow tinted glass in conjunction with yellow bulbs to indicate a glowing yellow light upon energization of a pre-selected right or left turn button by the control device. Accordingly when either module 14a or 15a is activated, a respective indicator arrow and flashing light act in concert.



The '917 patent discloses a turn signal apparatus for use in conjunction with agricultural vehicles. Since agricultural vehicles tow different equipment, it is difficult to wire the turn signals. The patented device uses a battery-powered remote control which powers left and right direction indicators adapted to flash red light and illuminate a yellow steadily lit arrow when energized by the remote signal. The direction indicators are also battery powered and attach to the towed vehicle

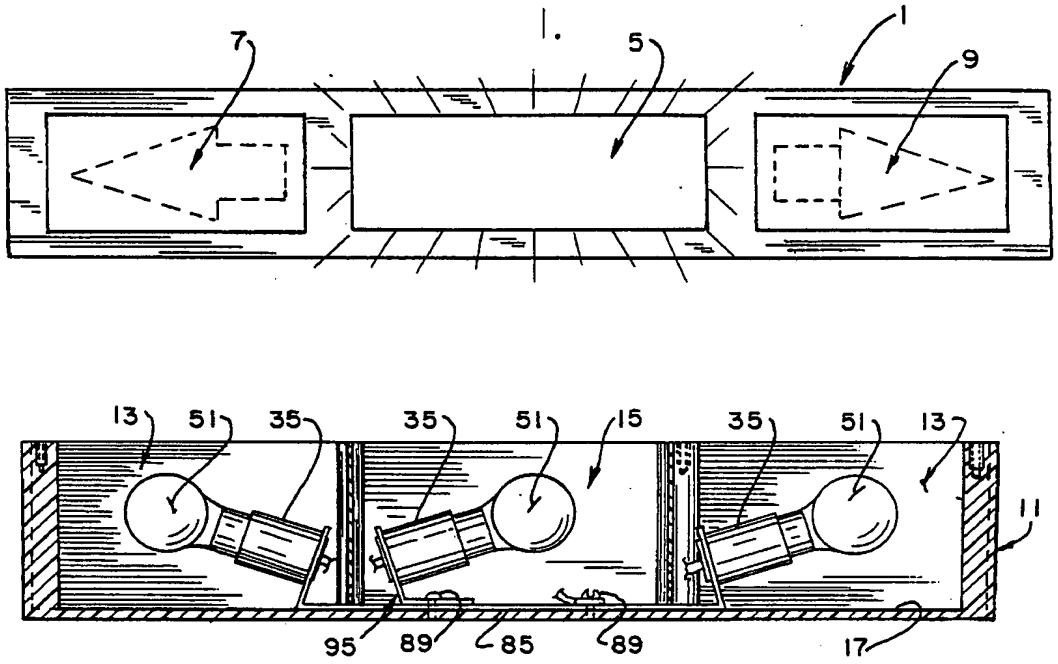
using strong permanent magnets. This device uses battery power, which is consumed rapidly. There is no indication for forward motion of the towed vehicle. On the other hand, the present invention delineated by claims 1-13 provides a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

In view of these structural and procedural differences, present claims 1-13 and the '917 patent disclosure are patentably distinct.

18. U. S. Patent No. 4,954,808 to Duerkob

US Patent 4,954,808 to Duerkob (hereinafter the '808 patent) discloses an eye level rear mounted lighted turn and stop signal for vehicles. The unit includes an elongated housing 11 with end compartments 13 and an intermediate compartment 15, with the rear side open. A light is provided in each compartment. Lights in the end compartments are electrically connected to the automobile left and right turn signal indicators at 7 and 9, while the light 5 in the intermediate compartment is electrically connected to the automobile brake pedal. An elongated material strip with arrow-shaped left-turn and right-turn openings extends across the open sides of the compartment and is associated with covered lens covers for the open side of each compartment. Upon operating either the left or right turn indicators and/or the brake pedal of the automobile, the lights in the compartments will project a light beam through the left-turn or right-turn arrow-shaped openings or the elongated intermediate opening of the elongated material strip, to provide early advanced warning to following vehicles regarding

vehicle turning or stopping.



The '808 patent discloses an eye level rear mounted lighted turn and stop signal for vehicles. This eye level rear mounted light includes two compartments for directional lights, one on each side connected to left turn and right turn indicator circuits, respectively while the intermediate central compartment carries the brake light. This eye level mounted light provides better warning of the intended movement of a vehicle. Such an eye level device represents an additional component set over and above the standard components on a vehicle, and needs additional wiring to each bulb from their corresponding lighting circuits. By way of contrast, present claims 1-13 provide a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of

vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

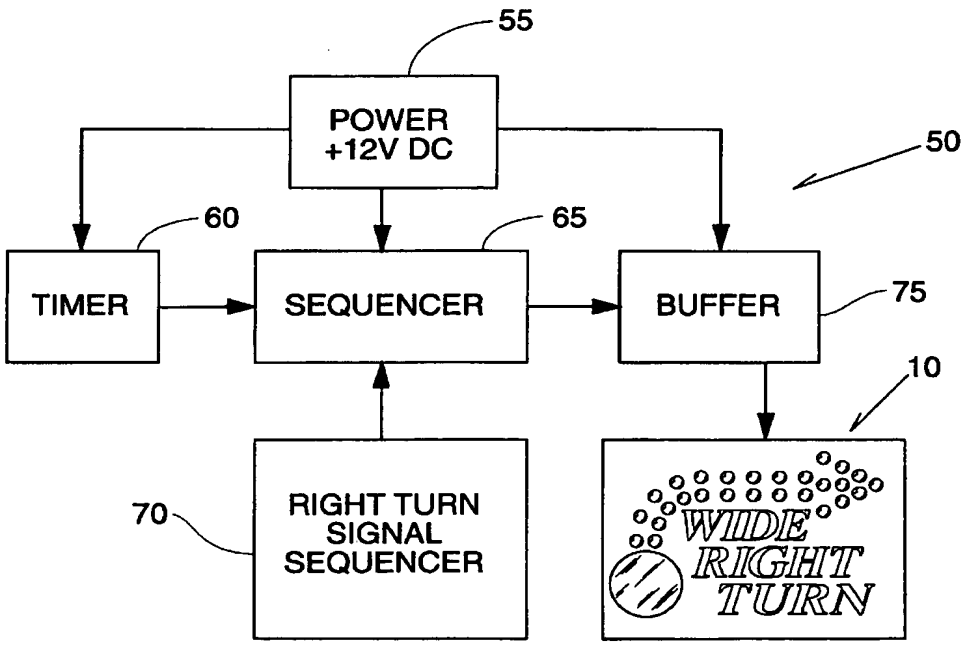
In view of these structural and procedural differences, applicants' claims 1-13 patentably distinguish the '808 patent disclosure.

19. U. S. Patent No. 5,900,813 to Ruminski et al.

US Patent 5,900,813 to Ruminski et al. (hereinafter the '813 patent) discloses a vehicle turn signal for warning wide turns having a placard with a warning printed thereon. The placard also has mounted thereon a strobe lamp and a plurality of light-emitting mechanisms, the light-emitting mechanisms being arranged to form an arrow. The control circuit is arranged such that the light-emitting mechanisms forming the arrow are sequentially and cyclically illuminated beginning with the light-emitting mechanisms forming the tail of the arrow and preceding to the light-emitting mechanisms forming the head of the arrow. The strobe lamp is cyclically illuminated in conjunction with the light-emitting mechanisms forming the arrow. A manually operable switch located adjacent a driver of a vehicle activates a control circuit for the vehicular wide turn warning device. By operating the manually operable switching means the control circuit is activated and the vehicular wide turn warning device operates so as to inform motorists of an imminent wide turn to be performed by the vehicle upon which the vehicular wide turn warning devices are mounted.

In the Figure below there is shown schematically how the various elements of the control circuit 50 interact to operate the wide turn signals 10. A power source 55 supplies a nominal direct current voltage of 12 volts. The power source 55 is electrically connected to a timer 60, a sequencer 65, and a buffer 75 to create an evenly spaced electrical signal that is sent to the sequencer

65. The sequencer 65 receives the timed voltage signals from the timer 60, and sequentially directs the voltage signals to individual groupings of light-emitting diodes and to the strobe lamp of the wide turn signal 10 via the buffer 75. A right turn signal circuit 70 is electrically connected to the sequencer 65 in such a manner that the sequencer 65 will not send signals to the buffer 75, unless there is a voltage signal being received at the sequencer 65 from the right turn signal circuit 70. The right turn signal circuit may itself be activated by means of a manually operable switch located within reach of the driver of the cargo vehicle 30. The electrical signals received at the buffer 75 from the sequencer 65 have their current amplified by the buffer 75 whereupon the electrical signals are conducted to the individual groupings of light-emitting diodes 14 and the strobe lamp 16. The electrical signals received by the light-emitting diodes and the strobe lamp, in the sequence dictated by the sequencer 65, results in the normal operation of the turn signal 10.



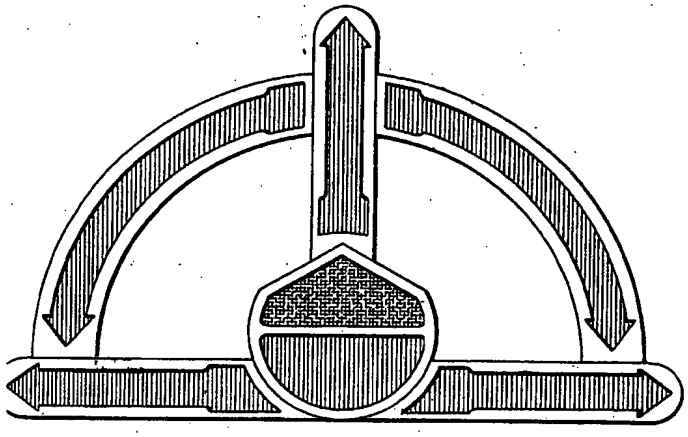
The '813 patent discloses a vehicle turn signal for warning of wide turns, the signal having a placard with a warning printed thereon. This is in addition to the turn signals provided thereby,

and is activated by the driver turning on a manual switch. The turn signal has a flashing strobe and a series of light emitting diodes, which are sequentially activated to indicate a wide turn. The wide turn place card is printed on the wide turn sign. No disclosure is contained within the '813 patent concerning a left-turn, a right-turn, no-turn indicating device. This device is in addition to other equipment provided by the vehicle manufacturer. Additional wiring and circuitry needs to be connected in order to activate this device. On the other hand, the invention defined by present claims 1-13 provides a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector, as required by applicants' claims, reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

These structural and procedural differences strongly ground patentability of present claims 1-13 over the '813 patent disclosure.

20. U. S. Design Patent No. Des.70,770 to Martin

US Design Patent No. Des.70,770 to Martin (hereinafter the '770 design patent) discloses an ornamental design for an automobile signal casing. This is a decorative turn indicating device with an arrow, which is turned to left or right and displays a signal indicating which way the arrow appears to be moving.

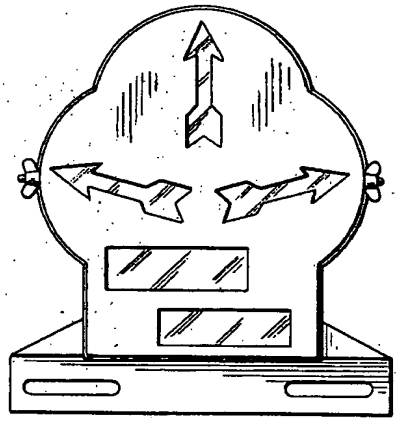


The '770 design patent discloses an automobile signal casing. It appears to show left-turn or right-turn and illuminations to indicate which way the arrow indicating motion is moving. No signal is conveyed indicating intended movement direction of the vehicle. The automobile signal casing disclosed by the '770 design patent does not signify instances where the vehicle intends to move without making a turn. By way of contrast, present claims 1-13 provide a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

These structural and procedural differences patentably differentiate applicants' claims 1-13 from the '770 design patent disclosure.

21. U. S. Design Patent No. Des.70,960 to Isaac

US Design Patent No. Des.70,960 to Isaac (hereinafter the '960 design patent) discloses a decorative design for vehicle signal lamp casting having three arrow lights and two rectangular lights below the arrows in the front face. The left and right arrow may indicate left and right turns.



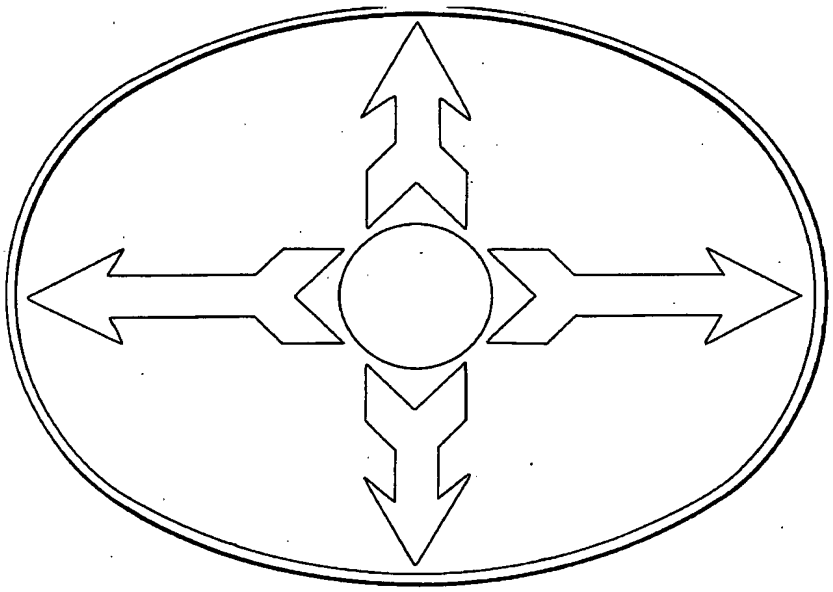
The '960 design patent discloses a vehicle signal lamp casting having three arrow lights and two rectangular lights therebelow. No disclosure is contained by the '960 design patent concerning what subject matter the vertical arrow depicts or what subject matter is indicated by the two rectangular lights. A rectangular window on the bottom face of the signal lamp casting illuminates subject matter disposed below the attached light. The '960 design patent does not disclose a light mounted on front and back bumpers, since the mounting is carried out using the two slots in Fig. 3. On the other hand, the present invention defined by applicants' claims 1-13 provides a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars

in front of and rearward of the vehicle. Use of cluster indicators having a single connector reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

In view of these structural and procedural differences, present claims 1-13 patentably define over the '960 design patent disclosure.

22. U. S. Design Patent No. Des.91,190 to George

US Design Patent No. Des.91,190 to George (hereinafter the '190 design patent) discloses a vehicle signal. This decorative signal has four arrows pointing north, south, east and west. Presumably they mean go forward, go backward, turn right and turn left.



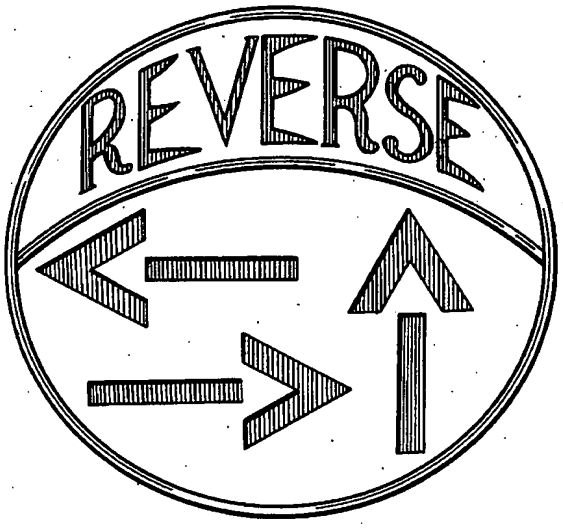
The '190 design patent discloses a vehicle signal. The arrows presumably mean go forward, go backward, turn right and turn left. No mounting brackets are disclosed and the device is not positioned on front and rear bumpers. By way of contrast, present claims 1-13 provide a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to

either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

In view of these structural and procedural differences, applicants' claims 1-13 and the '190 design patent disclosure are patentably distinct.

23. U. S. Design Patent No. Des.97,887 to Andrews

US Design Patent No. Des.97,887 to Andrews (hereinafter the '887 design patent) discloses a decorative design for a faceplate for motor signals. It has a left pointing arrow, a right pointing arrow, a forward facing arrow and a written text marked 'REVERSE".



The '887 design patent discloses a decorative design for a faceplate for motor signals. No disclosure is contained by the '887 design patent concerning individual illumination of the arrows by action based switches. In addition, the '887 design patent does not disclose any mounting brackets,

or mounting of the design on portions of the front and rear bumpers. On the other hand, the present invention defined by claims 1-13 provides a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

In view of these structural and procedural differences, applicants' claims 1-13 and the '887 design patent disclosure are patentably distinct.

24. U. S. Design Patent No. Des.121,063 to Bruderick

US Design Patent No. Des. 121,063 to Bruderick (hereinafter the '063 design patent) discloses a decorative design for an automobile signal lamp. It has an arrow pointing left to right, an arrow pointing downwards and a light above the left to right arrow.

Fig. 1.

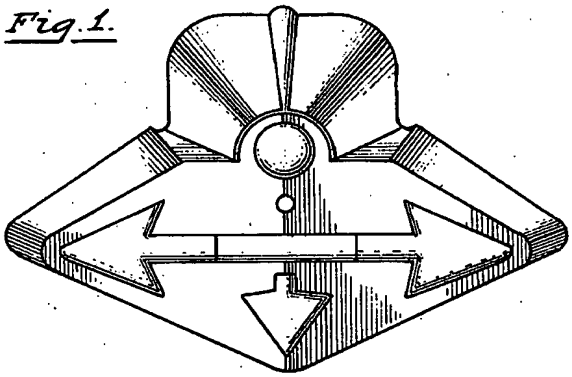
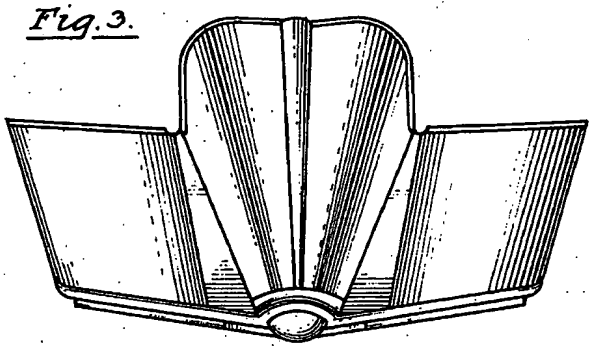


Fig. 3.



The '063 design patent discloses a decorative design for an automobile signal lamp. It has an arrow pointing left to tight, an arrow pointing downwards and a light above the left to right arrow. It is not clear what these arrows mean. No attachment means are provided; there is no suggestion that the decorative design is attached to front and back bumpers of a vehicle. Moreover, the '063 design patent does not disclose whether bulbs are individually provided for each arrow. Further, no disclosure is contained by the '063 design patent that the bulbs are connected to respective functions. By way of contrast, applicants' claims 1-13 provide a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

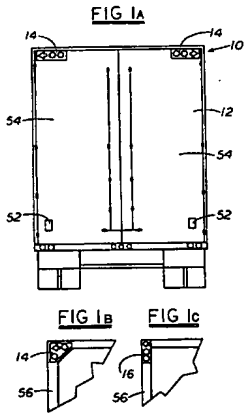
In view of these structural and procedural differences, present claims 1-13 and the '063 design patent disclosure are patentably distinct.

25. U. S. Patent Application No. 2001/0014025 to Hymer

US Patent Application No. 2001/0014025 to Hymer (hereinafter the '025 patent

application) discloses high signal lights for automotive vehicles, which signal braking, deceleration, turning of the vehicle or an emergency situation. The device has two bodies facing rearwardly. Such bodies are mounted near the top of the back or the highest point of the vehicle adjacent the sides of the vehicle. Each body has a base and a cover with translucent lenses and light sources. Lighting one or more lenses in the cover indicates braking, while lighting an arrow shaped lens in the cover and a side lens facing out from the vehicle indicates intended turning. Light transmitted through the lenses in the cover is directed downwardly either by a downward tilt to the cover, or by directional configurations formed on the lenses. Those lenses signifying braking are formed from red material. Arrow shaped and side lenses that signify turning are formed from red or yellow material. A deceleration sensor such as a piezo electric crystal also operates the braking signals. An auxiliary switch near the back of the vehicle activates the turn indicators to operate in an intermittent emergency mode.

In the Figure below, the device generally denoted as 10 is shown. The device 10 is mounted to a vehicle 12. Device 10 comprises two physically separated bodies. Each of the bodies 14 has a base 16 and a cover 18. Body 14 is mounted at the back of the vehicle 12 slightly below the highest point of the vehicle 12 and adjacent the side of the vehicle 12. The bodies 14 are mounted at the top of the door of the trailer, as shown in FIG. 1a, or the surrounding frame 15 as shown in FIGS. 1b and 1c. Placement of the bodies 14 is not limited to positioning on the door of a trailer.



The '025 patent application discloses high signal lights for automotive vehicles, which

signal braking, deceleration, turning of the vehicle or an emergency situation. These indicators at high locations are wired using connections other than those of the existing light systems in the vehicle; and require additional wiring elements and connections. Moreover, the deceleration sensor and its handling need to be wired accordingly. No disclosure is contained by the '025 patent concerning movement of the vehicle in a forward direction without making a left-hand or right-hand turn. Signal lights are mounted in high places, not on the front and back bumper. By way of contrast, the present invention delineated by applicants' claims 1-13 provides a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

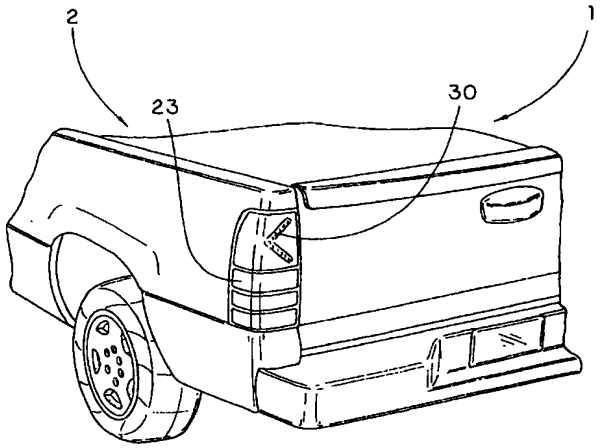
In view of these structural and procedural differences, applicants' claims 1-13 and the '025 patent application disclosure are patentably distinct.

26. U. S. Patent Application No. 2002/0012251 to Lee

US Patent Application No. 2002/0012251 to Lee (hereinafter the '251 patent application) discloses a lighting directional sign for a vehicle signal light. The lighting directional sign includes an L-shaped illuminating unit, including a casing, an illuminator protected by the casing, and an electric input connector provided on the casing and electrically connected with the illuminator. The illuminating unit is aligned as an arrowhead shape. When the vehicle signal light is switched on, the illuminating unit is automatically switched on in order to signify the further motion of the vehicle.

Referring to the Figure below, a lighting directional sign 1 is installed into an existing

vehicle signal light 2. When the lighting directional sign 1 is electrically connected with the signal light 2 of the existing vehicle, the lighting directional sign 1 is adapted to function as a turn sign light for signifying the further motion of the vehicle clearly. Alternatively, the lighting directional sign 1 can also be built in the existing vehicle signal light 2 as an auxiliary turn sign light.



. The '251 patent application discloses a lighting directional sign for a vehicle signal light. An additional set of lights is wired using connections other than those of existing lights on the vehicle. Moreover, the additional set of lights must be wired according to their functionality. In addition, the auxiliary lights disclosed by the '251 patent application are positioned at a high point, not in the front and back bumpers of the automobile. On the other hand, present claims 1-13 provide a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle in unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

In view of these structural and procedural differences, applicants' claims 1-13 and the

'251 patent application disclosure are patentably distinct.

26. Internet Publication K&R Distributing at http://www.krdistcom/arrowlt.htm

Internet Publication K&R Distributing at http://www.krdistcom/arrowlt.htm (hereinafter the K&R Distributing publication) discloses an agricultural implement arrow light kit.

The K&R Distributing publication discloses an agricultural implement arrow light kit. Such a kit is not an automobile light; and does not indicate left turn, right turn and intended forward motion. By way of contrast, present claims 1-13 provide a driver actuated, electrically powered set of four cluster indicators, each of which incorporate the following signal indicators: left-turn, forward motion and right-turn. The clustered indicators are positioned to either side of both the front and rear bumpers of a vehicle; flash to signify the intended direction of motion of vehicle. Each of the clustered indicators is wired with a single connector in electrical communication with the vehicle's central electronics. The intended motion of the vehicle is unambiguously displayed and communicated to cars in front of and rearward of the vehicle. Use of cluster indicators having a single connector reduces part costs, improves operating efficiencies and facilitates installation and replacement costs.

These structural and procedural differences provide ample basis for predicating patentability of applicants' claims 1-13 over the K&R Distributing publication disclosure.

Respectfully submitted,
Joan M. Monck et al.

By _____
Ernest D. Buff
(Their Attorney)
Reg. No. 25,833
(973) 644-0008

Attorney Docket No.: 0109-4

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Filed:	July 22, 2003		
For:	**"MULTIDIRECTIONAL CLUSTER LIGHTS FOR MOTOR VEHICLES"**		
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P.O. Box 1450
Alexandria, VA 22313-1450

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Ernest D. Buff
Attorney of Record

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